### **ROWORR**

Right-of-Way Opening & Restoration Rule – Key Changes



ROWORR Updates Workshop Elizabeth Sheldon, Jan-Feb, 2017



### Our mission, vision, and core values

Mission: To deliver a highquality transportation system for Seattle. Vision: A vibrant Seattle with connected people, places, and products.

Committed to 5 core values to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

for all.

### Presentation overview

- What is the ROWORR?
- Why did we revise the PORR to the ROWORR?
- Key changes
- Questions
- Next steps Implementation

### What is the ROWORR?

- Right-of-Way Opening
  & Restoration Rule
- Specifies restoration materials/limits by ROW infrastructure type
- References ROWIM; CoS Standard Specifications

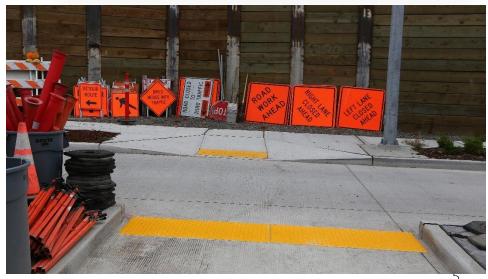




# Why did we revise the ROWORR?

- PORR Director's Rule last updated in 2009...
  - Move Seattle levy
  - Stormwater code
  - ADA changes
  - SMC 15.32 coordination code updates
  - Provide clarity





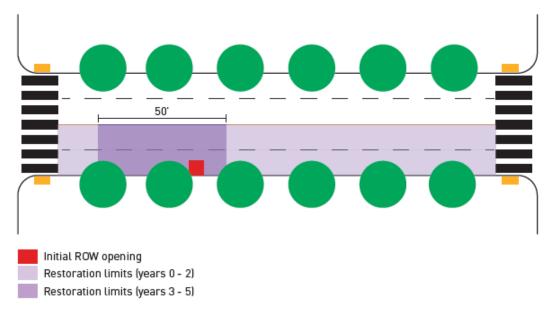
# Key Changes - Summary

- 1. Expanded moratorium- from 3 years to 5 years
- 2. Reduced timeframe for permanent restoration
- 3. Reduced warranty period from "life" to 5 years
- 4. Updated ADA requirements
- 5. Changed requirements for brick and stone-block streets
- 6. Elimination of full-panel replacement exemptions
- 7. Reduced restoration requirements for streets in failed condition
- 8. Updated requirement to expand to initial cut
- 9. Added GSI standards
- 10. Updated Move Seattle style guide, and restructured chapters

### Moratorium Restorations

Year	Flexible Pavement
1	mill and overlay to a depth of 2 inches from the nearest curb to the centerline of the street for the entire length of the block (curb radii to curb radii).
2	mill and overlay to a depth of 2 inches from the nearest curb to the centerline of the street for the entire length of the block (curb radii to curb radii).
3	mill and overlay to a depth of 2 inches from the nearest curb to the centerline of the street for 50 feet, or the length of the cut, whichever is greater.
4	mill and overlay to a depth of 2 inches from the nearest curb to the centerline of the street for 50 feet, or the length of the cut, whichever is greater.
5	mill and overlay to a depth of 2 inches from the nearest curb to the centerline of the street for 50 feet, or the length of the cut, whichever is greater.

New moratorium waiver form!



### Permanent-restoration timeframe

### Reduced to:

- 60 days for arterial streets
- 180 days for non-arterial streets
- Interim restoration standards for up to 5 years

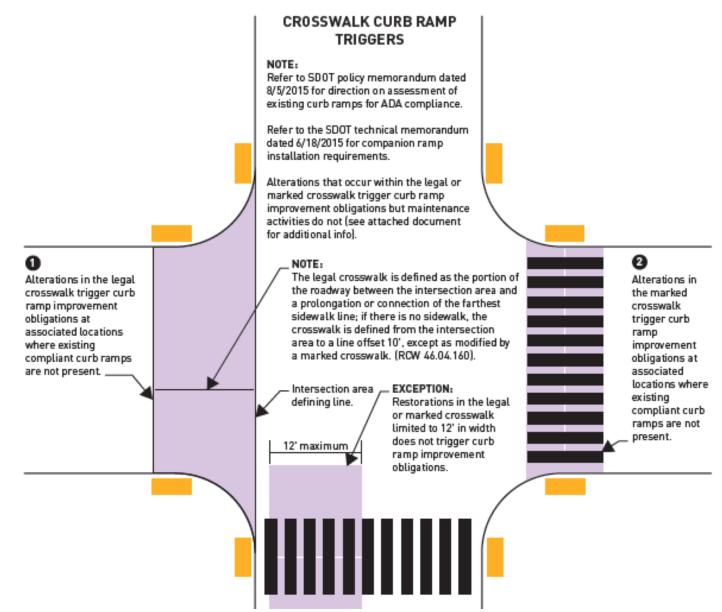


# Reduced warranty period

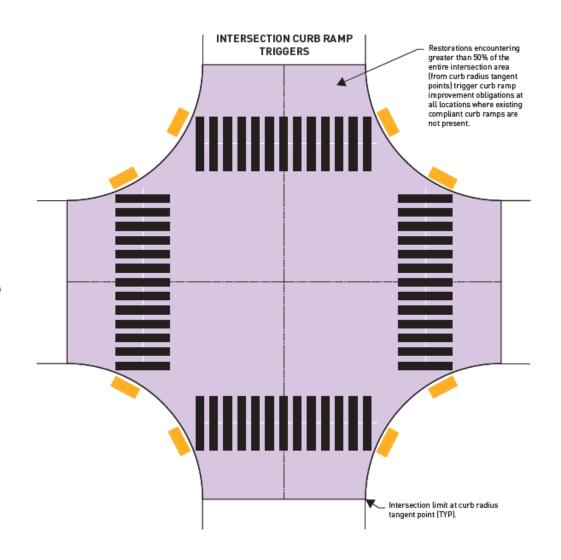
- Reduced from "the life of the pavement" to
  5 years
- Final inspection to be scheduled 5 years out



# Updated ADA requirements



 Restorations involving more than 50% of the intersection require that all ramps be upgraded



#### SIDEWALK CURB RAMP TRIGGERS



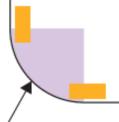
Where restorations occur behind the curb radius (from tangent point to tangent point) and curb ramps are not provided, it is required to build both associated curb ramps.



Any restorations behind the curb radius (from tangent point to tanget point) trigger curb ramp improvement obligations where existing curb ramps are not compliant; work at smaller curb radii generally impacts two ramp locations.

#### | NOTE:

Where at grade and above ground infrastructure is being replaced in kind, it is acceptable to omit curb ramp improvements if the restorations do no impact the adjacent curb ramp run, landing, or side flares. A plan must be submitted demonstrating that any infrastructure placed will not preclude the provision of a future compliant curb ramp.



#### EXCEPTION:

If a restoration includes the removal and replacement of one feature of a curb ramp (e.g. the landing), it is acceptable to omit reconstructing the undisturbed curb ramp features provided that those features comply with current standard details, including the provision of a detectable warning surface.

#### EXCEPTION:

At large curb radii, it is acceptable to limit curb ramp improvements to one ramp if the restorations are contained within half of the area behind the curb radius and the restorations do no impact the adjacent curb ramp run, landing, or side flares.

#### EXCEPTION:

If the scope of the work includes only the construction of 1 curb ramp, it is acceptable to omit construction of the adjacent curb ramp at large curb radii if new construction does not impact the adjacent curb ramp run, landing, or side flares.

#### NOTE:

At raised intersections or at locations where the street and sidewalk or pedestrian surface are flush (e.g. asphalt sidewalks or shoulders without curbs), alterations that trigger curb ramp improvement obligations would require that adequate detectable warning surfaces are provided as well as turning spaces (if necessary). These locations should be reviewed on a case-by-case basis for an adequate accessibility improvement.

# Changes to brick and brick-base streets

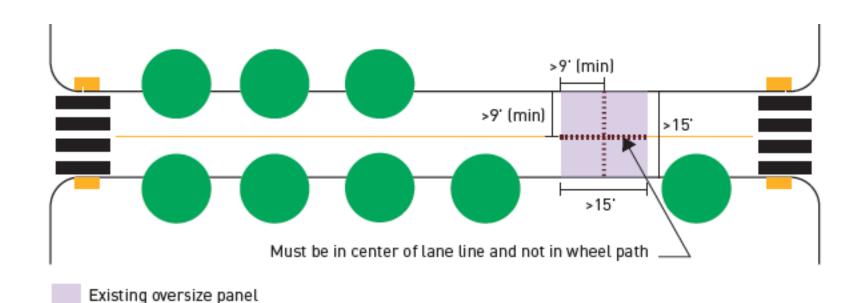
- Brick-base streets: Full-depth asphalt repair, no PCC base
- Map including brick-street conditions specifies restoration standard:
  - If listed as 4 or 5, replace with brick, stone, cobblestone to match
  - If listed as 1, 2, or 3, replace with stamped concrete and salvage materials
- Rule updated to require that salvaged materials be palletized



## Eliminated full-panel exemptions

- Must do full-panel replacement
  - Except oversized panels

New oversize panel division



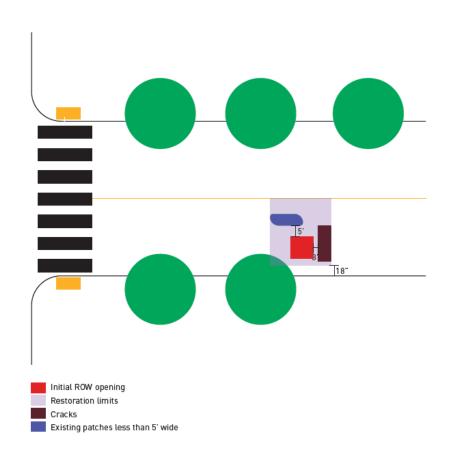
### Reduced restoration requirements

- Asphalt streets do not need to expand cut
- Concrete streets may use asphalt in lieu of concrete
- http://www.seattle.gov/ transportation/stuse p avementopen.htm



# Updated requirements for cut expansion

- Any patch (less than 5 feet wide) less than 5 feet from the opening
- Any cracks within 3 feet of the opening
- 18 inches from the curb

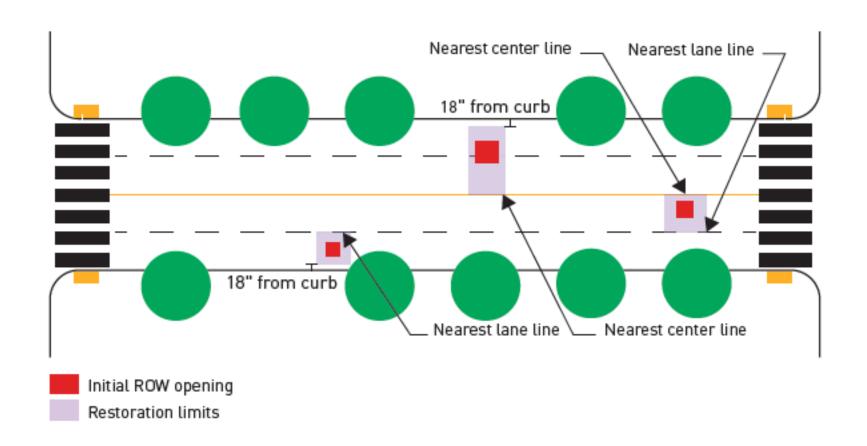


# GSI restoration requirements

- Added requirements
  - Typically just follow the original plan requirements



# Questions?



## Next Steps - Implementation

- Effective January 1, 2017
  - Applies to:
    - Any new permit application as of January 1
    - Any capital project prior to bid



### Questions?

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### www.seattle.gov/transportation









